



Forestay

We are coming to the end of the OGAs 50th anniversary year, with all our sailing events completed. The boats that went round Britain are all back home, having excited such interest on their journey that one OGA member, encountering *Bonify* on the wrong side of the country, was moved to give £300 anonymously to be spent on fun on the East Coast. Thank you! There are rumours of a pontoon party during next year's August Classics Cruise . . .

Many fine write-ups of this year's events are available online, but so far no one has submitted their log or blog for consideration for the Best Log Trophy which is awarded at our AGM. You can also nominate someone else's blog if you have enjoyed reading it.

[Please let me know if there is a particular piece of writing you like, and I will circulate the nominations/submissions round the committee.](#)

Now a word from our President, who has led us through an amazing year!

It is after six years as being president of the East Coast Area of the OGA that I have decided now is a good time to step down and let someone else take the local area forward. New people and a fresh set of ideas are always welcome within the OGA. I will be staying on the local area committee, helping out wherever possible

Robert Hill of 'Charm' has said that he is prepared to stand as President next year, and had been nominated for the job. This will be voted on at the AGM. I know he will be able to do the job admirably.

Should you wish to take a more active part in the local area of the Old Gaffers please let us know either at the AGM or before by contacting any committee member. We are always looking for volunteers!!!

Good sailing,
Pete Thomas
East Coast Area President



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East Coast AGM: Saturday, 16 November 2013

This will be held at West Mersea Yacht Club, the same as last year. The meeting will start at 18:00, with a meal available afterwards at £18 per head for the first 60 people to sign up. The food was excellent last year, and we will also have a display of photographs taken throughout the year for your entertainment.

You will find the menu and meal booking form at the end of this issue, so please get them in as soon as possible if you want to eat; even if you don't, please come along to the meeting.

There are still a number of Anniversary Bowls waiting to be collected, with one going free to every member who attends an event in the OGA50 year. If you already have one, and want another, there may be a chance to buy an extra one.

There are major changes afoot in the committee, with Pete Thomas, Area President, and Pete 'The Knife' Elliston, Area secretary, both standing down from their posts.

They will remain on the committee, but Bernard Patrick and Mike McCarthy are both leaving. If you want to get more involved with the Area we are always looking for new people on the committee, and this is your chance to join! As Pete Thomas said, Robert Hill has agreed to stand for Area President, but the post is up for election, and other nominations are welcome!

Before the AGM we will be gathering for a glass (or two) of mulled damson wine and canapés at David and Persephone Lewin's from 16:00. All are welcome. They are 200 yards from WMYC.

Go up Firs Chase, at the side of WMYC, first on the right is Firs Hamlet, No. 7 is a brown house, last but one on the left.

RSVP to Persephone, persephonelewin@tiscali.co.uk, or by phone 01206 385558.

High tide will be at 23:29 at West Mersea hard, and so there might be a short time around then when driving off the Island becomes a challenge!

Christmas Party: Saturday, 7 December 2013

Last year we held a Christmas Party, and by popular demand it is back again this year.

The location has changed to Harkstead, where we will be the guests of Steve Meakin and Allie at **Cormorant Sails, Sedge Cottage, Harkstead, IP91BP**. The party starts at 1900. Bring your own bottle if you'd like, but there will be a barrel of ale at £2 a pint, and home made shepherd's pie at £5 a portion. If people want to bring along camper vans these can be accommodated.

Booking forms are on the East Coast OGA website.
Please return them by 1 December.





East Coast Race report: Saturday, 27 July 2013

The wind let us down for the 50th East Coast Race. We had worked hard to get as many boats as possible from the first race to compete, and exceeded our hopes with *Fanny of Cowes*, *Fly, Maria*, *Kestrel* and *Shoal Waters* all racing.

The wind died early and the classic Bermudans, last to start, got caught in the tidal gate in the Colne. The rest fought on up the Blackwater until the committee shortened the course in a somewhat unconventional way, which at least ensured that the 50th anniversary race would have a prizegiving.

The winner of the Stone Trophy was *Letty May*, making Nick Hillman Commodore of the East Coast Area for the second year in a row. Congratulations on a superb performance Nick! Full results are on the East Coast Area website.

The prizes were presented by Bob and Linda Holland, the Deputy and Lady Deputy of the Cinque Port Liberty of Brightlingsea, and included a new trophy for this year, awarded to an all female crew. It went to *Clytie* skippered by Jo Masters, and crewed by an attractive assortment of ladies!

This year the East Coast Race included a good handful of Bermudans: David Skinner the skipper of *Amphora* has written this account of the race for Eastcoaster.



Amphora's East Coast Race, 2013

by David Skinner

On *Amphora* the crew was called to order, camera away from recording the start of the working boats race, as we sailed towards our start at 09:30. Batemans's Tower was clearly seen but not so the other end of the line. We were a bit shy and kept astern of *Dauber*, the lovely Buchanan, who quickly left our group to join the tail-enders of the previous start.

A close fetch saw *Amphora*, in the light wind, in 2nd place (Bermudans) at the Bench Head Buoy. We had set our light Genoa, but the others, including *Samba*, the other Holman 26, tried their spinnakers. Julia, my crew, more used to Atlantic crossings and offshore stuff in bigger boats took some persuading to sit still and in the 'right place'.

However our patience paid off and we kept upwind and uptide of the Bench Head mark, so managed to round it in company with slower boats from the previous starts. Soon after the wind died, leaving others in our class a hard task to round the mark; a few went aground as they were set out of the channel by the flood tide into the Blackwater. Some retired.

The leg up the Blackwater was, for us, a spinnaker run and we were surprised *Dauber* did not set hers as we gradually closed the gap despite there being hardly enough wind to fill the 'chute'. We were in close company with *Otter* who advised us of the shortened course. We had left course and mark details behind, but felt confident we would see where to go by watching the other boats.

The sea breeze started to fill in and boats astern started gaining on us, especially *Samba*! At the mark by Bradwell Power station there was a real jumble of boats, all with long threatening bowsprits which we managed to dodge, but were very close to *Plum*, *High Barbaree* and *Pioneer*.

Anyway, the spinnaker came down at the last moment without a hitch and we were close hauled for the last leg, wherever that buoy was! We made up a few more places and could see a racing mark off the Mersea shore, but no committee boat and so kept on, hoping for the best and trying to maintain that 1½ cable lead over that other naughty Holman 26, *Samba*, with their new Genoa. With two cables to go we decided to leave the mark to starboard and just as we did so *Tempus*, the committee boat, emerged from hiding behind a big cluster of gaffers. The hooter sounded and we realised we had finished, and put the kettle on!

We still hadn't caught *Dauber* and didn't know how much time they had to give us. Anxious moments at the prizegiving later, followed by jubilation at winning a handsome trophy, here's to next year!



Pioneer and Brandaen round Rodney Buoy

Parade of Sail to Wivenhoe

The Sunday after the main East Coast Race saw the Class III race up to Wivenhoe, followed by the larger boats in a Parade of Sail.

The light winds of Saturday morning had built up to a brisk breeze by mid afternoon, and continued to increase overnight so the open boats had an interesting time of it. Keeping the speed down in the parade of sail, with wind and tide both working in our favour, saw some interesting sail sets being deployed, like *Otter*, pictured here, with scandalised sails.

The hog roast and homemade cake stall at Wivenhoe Sailing Club made the trip up and back well to Brightlingsea well worth it, although it would have been nice if the jazz band had played for longer.



Ramsgate Rally: 2 - 4 August 2013

Only a week after the East Coast Race boats began to gather at Ramsgate as the Round Britain Challenge boats enjoyed the final weekend of East Coast hospitality. They were not the only boats to gather at Ramsgate though; many of the East Coast boats who were setting off for Cowes also descended on the Royal Harbour for the weekend.

Robert and Jan Holden from *Emanuel* had arranged an official reception on Saturday morning with the Lord Lieutenant of Kent, Mayor of Ramsgate, MP for Ramsgate, leader of Thanet District Council and a representative from the Maritime Museum. All those dignitaries slightly outnumbered the gathered gaffers, but by the evening over 20 boats were in the harbour while their crews gathered in the Royal Temple Yacht Club for drinks and singing.

The gaffers made a brave sight rafted up on the Heritage Pontoon and along the harbour wall. There was a proper banner tied to the railings explaining about the OGA and why we were there, and the boats were well decorated by flags, much to the enjoyment of children passing by who were really excited to see the pirate flag on *Barbarossa*!

Sunday morning saw ten or so boats locking out to sail close to the beach to demonstrate gaff rig. Conditions were not ideal, with the winds too light to stop the tide washing the fleet towards North Foreland, but judicious use of the motor helped. After returning to the inner harbour somehow the promised fun and games never happened, everyone was too busy visiting the Maritime Museum and each others boats! By Sunday evening at least 24 OGA boats were rafted up on the pontoon, to make a great show for the visitors.

Dinner at the Royal Oak Hotel could not have been more convenient, with the hotel directly across the road from the harbour. The upstairs function room just about managed to fit everyone in, and although the real ale had to be brought from the downstairs bar a pint at a time, so could be slow, the food was good and plentiful, with most people going for the roast chicken followed by apple crumble.

Royal Ramsgate did the OGA proud, with free berthing for the boats in the inner harbour on the Heritage Pontoon. The Maritime Museum runs the pontoon, and allows classic boats up to a fortnight's free berthing there in a year, which makes it a convenient stopping place as long as you are happy to be an exhibit, and very close to the pubs!



The Grand Convoy(s)

The East Coast boats headed round towards Cowes in groups.

The first to head west were those who left Ramsgate on Monday and Tuesday with the RBC fleet, which included *Transcur*, *Emanuel*, *Jacinta*, and *Black Rose*.

They took advantage of the favourable wind and arrived in the Solent in time to explore Chichester and Gosport before heading towards Cowes.

The next group, which left later in the week, included *Plum*, and Bernard Patrick has sent in an account of her round trip from Bradwell to Cowes and back.

Plum's Cowes Diary

by Bernard Patrick

It must have been a couple of years previously, when the idea of a Jubilee Rally at Cowes was first mooted, that I suggested to Colin we might take *Plum* down. Although Colin is a very experienced sailor, he had never been to the Solent; meanwhile I had made the trip several times, but more than 25 years before and was keen to see how much things had changed.

Thursday 8 August

I am not at my best at one am, but managed to deal with warps and fenders as Colin eased *Plum* out of her Bradwell berth and pointed us towards Cowes. As we slipped down Bradwell creek we noticed activity on *Hussar*, Ken and Carey Crudgington's *Vertue*; they were also on their way to Cowes. The winds had been consistently from the E or NE for some time but were forecast to go round to the SW any day, just what we didn't want. However, we found a nice NE'ly 3/4 in the river and were soon sliding down the Blackwater with the ebb and under all plain sail, heading for the lights of the Gunfleet wind farm.

That was the first big change I noticed, compared to the 1980's; then, night sailing was a constant activity – laying out your course on the chart, allowing for the tide, straining to identify the scores of buoys and plotting hourly positions, while keeping an eye out for the occasional merchant ship trundling up the coast.

Now, I just followed the course on the chart plotter, while the AIS looked out for shipping. Today's system is much safer, of course, and with much less worry, was that flashing green every five seconds or every 10 seconds?

Colin had done his homework regarding crossing the Estuary and, after safely transiting the Spitway, we headed for Foulgers Gat. The only problem with this route is that the new London Array wind farm straddles the gutway, but there's plenty of room and the guard vessel is very polite and helpful.

So it seemed like no time at all before we had the North Foreland abeam and soon carrying the last of the flood into Ramsgate, arriving just over nine hours from Bradwell, a pleasant introduction to the cruise.

Great Days and *Charm* were already there, together with *Robinetta*, who was moored in the free heritage berth!

Friday 9 August

What a difference a day makes! Gone was the balmy NE'ly, now we were beating against a F5/6 from the SW, under reefed main and stays'l, and it poured with rain.

By the time Dover was abeam we'd had enough, and slunk in to moor up in the friendly tidal marina after a short but dismal trip.

Saturday 10 August

At a skippers' conference the previous day, the optimum start time to round Dungeness with maximum help from the tide was agreed as 05:00 and at the appointed hour a small but select fleet of gaffers which now included *Kestrel*, who had been moored up in Dover, ventured out into a slight sea and a pleasant northerly breeze. We thought it can't last, and it didn't as we motored around Dungeness in a flat calm.

Now for the next decision, plug the tide around Beachy Head to Brighton or slip into Eastbourne?

The wind decided for us, picking up and on the nose from the SW, so it was Eastbourne. Several other gaffers were there, including *Avola* who had just arrived direct from Ipswich, and Brian Hammett did his best to get us all moored together, with limited success.

When I was last here, the marina was very new, not even on the chart, and the facilities limited to a cinema and supermarket. Now it's like Milton Keynes with water and half the population of Eastbourne was there having a night out. A local coffee shop, visited for its advertised wi-fi connection, got null points for its soggy croissants, but we can recommend the waterside Thai restaurant.

As usual, all the gaffer skippers and crews congregated in the local Yacht Club in the evening, in spite of the staff saying initially they couldn't serve us as we weren't members. Opinion changed when at least twenty thirsty gaffers appeared.



Sunday 11 August

With a forecast of SW'ly 4 occ 6, the fleet thought discretion to be the better part of valour, and stayed in bed.

Monday 12 August

More decisions. Have a lie-in and just pootle around Beachy Head to Brighton, or sail at dawn and see how far we can get. We, and *Kestrel*, chose the latter and locked out at 05:00 into a flat sea and gentle SW'ly. We motored, but *Kestrel* hoisted all sail and disappeared towards France.

The forecast was for F5 occ 6, but we didn't see any more than 10 kts; in fact, it was so pleasant, we just trundled on and finished up in Littlehampton. Neither of us had been before and it's a friendly place, easy but limited berthing alongside the public pontoon and a nice pub and coffee shop close by. The only downsides seemed to be the fast tides at the entrance and the menacing training wall, submerged at half tide. But just keep your eye on the chart plotter, Bernard.

Sue Lewis and Howard Wheelton were already there in *Victoria* (their RBC boat, *Bonify* was on her way down under separate management) and had one attempt to transit the Looe Channel around Selsey Bill, but were put off by the steep seas left over from the recent blow.

Tuesday 13 August

In view of the 'F6 at times' forecast and Sue's lurid description of the Looe, we elected to go around the Owers, hoping the expected SW'ly would help up the East Solent from there, but what breeze there was died before the Owers and we motored gently into Bembridge, eight hours from Littlehampton. Bembridge proved to be an ideal stopover before Cowes, friendly staff and plenty of room at the visitors pontoon (this was 14:00 on a Tuesday), but you have to arrive around HW to get in the entrance. Bembridge village is enchanting, real shops, 'the best bread you will ever taste' said one customer, and a lovely circular walk from the village and along the beach to the Yacht Club, where you can take the water taxi back to the visitors pontoon.

Wednesday 14 August

We reluctantly left Bembridge after lunch for Cowes, in glorious sunshine and a light SW'ly to enjoy the best sail of the trip down.

Only two days to go to the Big Show and we began to see more and more gaffers; *High Barbaree* accompanied us for a while, Andrew Wolstenholme's brand new, light and racy gaffer *Kite* flew by and we saw *Robinetta*, *Crow*, *Bonify* and others anchored in Osborn Bay.

We arrived at Cowes Marina shortly after 17:00, just as the last of the modern boats were being ushered out, some still wearing their 'Fastnet 2013' stickers.

Thursday 15 August

The day began with a minor disaster, no milk for porridge! But a dawn raid on Sainsbury's solved that and the rest of the day was spent watching a steady stream of gaffers, large and small, ancient and modern, being expertly assigned to their berths by teams of young volunteers.

The spectacle was beginning to build and the dream of assembling the largest gaffer fleet ever seen in the UK was being fulfilled before our eyes. I had never appreciated just what a mixed bunch we are, not



just different shapes and sizes (craft and crews), but character; some old and immaculate, some newer and well used; some looking old but almost new, some racers and some plodders; I doubt any other sailing organisation can boast such variety.

The organisers wisely did not rigidly segregate craft into groups, so that onlookers could see what a diverse bunch we are, and modern plastic craft were treated no differently from others, but the event could have benefited from more local publicity, and signs from the High Street would have directed more people to the marina. As it was, there was a lot of interest from the passing public, most of whom had no idea what the event was all about.

Friday 16 August

East Coast Regatta day! Organised by the EC area committee, this was intended to show the southerners how to have fun on, and in, the water. There were the usual events; sculling, rowing and flubber sailing races, culminating in flubber football.

The Dutch visitors enjoyed it immensely, but the South coast folk looked bemused.

For the more serious minded, The Island Sailing Club organised a short race, starting on the RYS line and about 20 boats took part, representing the fleet. Our East Coast *Fanny of Cowes* took third place and prize giving (champagne of course) was on the Squadron steps, but we weren't allowed inside the building. The EC area also organised the evening, and Brian Hammett, after commentating all day for the Regatta, was disco DJ until the early hours. A slight disappointment was the absence of pudding at supper, quickly remedied for our table by Colin, who organised a supermarket raid for cheesecake and ice cream.

Saturday 17 August

Billed as 'Super Saturday' this was the climax of the whole event and the weather gods thought they would provide something memorable in the form of a SW'ly F4/5, increasing 6 or 7! Fortunately it was blowing only about F5 as about 70 boats crashed around at the start in the short Solent chop, quite a spectacle.

But my, it was uncomfortable, and about half way down the long first windward leg, Colin and I looked at each other and agreed we weren't enjoying it at all, and retired. The majority of the fleet soldiered on, but not without incident; there were broken topmasts and bowsprits, ropes round props and collisions at marks; not unexpected I suppose, considering the variety of craft and the differences in racing experience.

There was a celebration supper in the evening, with prize giving; very enjoyable. The East Coast figured highly in the prizes, but a special mention must go to Fabian Bush from Rowhedge who won his class in his 35' lightweight flyer *Hanser*, pictured here, with only 15 year-old daughter Annie as crew.



Clog racing at Cowes



Sunday 18 August

Sunday was anti-climax day. The sun shone, the wind was a nice W'ly F4, so most folk decided to leave for home about midday.

The wind picked up to 5 or 6 once out of the shelter of the Island and it was a bit scary, tearing downwind in a biggish sea, but the miles rolled by, compared with the trip down, and we were off Brighton by 20:00. It was horrible just outside the entrance, boats rolling their decks under and not much better inside, where a combination of darkness, six gaffers arriving together, confusing instructions from marina control (who can't see the entrance from their office) and the absence of pontoon numbers on a section of the marina (oh, we haven't got around to putting them on), led to a degree of confusion.

Monday 19 August

We should have been away by 06:00 to catch the best tide, but recovering from yesterday's exertions meant a lie-in and 10:30 departure for Dover. The SW'ly continued to blow and good progress was made under all plain sail, although we were down to 2 or 3 kts over the ground against the tide around Beachy Head, but the lie-in was worth it!

Tuesday 20 August

A beautiful day, hot sun but just a breath of wind, so a short hop to Ramsgate was decided on. We got the tides right this time and saw 6 kts over the ground with the engine just ticking over.

As we were nearly home, we had a farewell supper with *Maid of Tessa*, pictured here and *Hussar* at the recommended Age and Son's restaurant, reminiscing about the trip and agreeing there is nothing like the OGA, in spite of two of the boats being Bermudan.



Wednesday 21 August

The final leg, and much discussion over the best time to leave to catch the tide and still have enough water through the Spitway and into Bradwell creek. We left at 13:00, coincidentally HW at West Mersea, and had the best sail of the trip before a SW'ly F4, in bright moonlight, mooring up in Bradwell just after 22:00. A fitting end to a great trip, thanks Colin and *Plum*, and I'm already looking forward to the centenary!

Crouch Rally: 24 August

by Mick King

The Crouch Rally, like many other events this year, was moved from its May Bank Holiday spot to the August Bank Holiday in order to accommodate the returnees from the Cowes Celebrations and hopefully give us better weather than we've had in recent years.

Charm, *Pintail of Morra*, *Kelpie II*, *Greensleeves*, *Swallowtail*, *Aussie II*, *Janner* and *Paprika* were the boats that gathered at Fambridge over the Friday and Saturday.

Using the North Fambridge Yacht Club as a base the crews and guests sat down to enjoy fish and chips, chewing the fat and enjoying the beverages supplied by Trevor Rawlinson. It started to rain shortly after hitting the hay and I'm afraid to say *Paprika* leaked a bit so I crawled off to the Yacht Club after first waking Hugo on *Janner* to get a key, and spent what remained of the night on the floor.

It was still raining when, after a hearty breakfast prepared by Elaine Rawlinson, and the arrival of Kit Platten and Paula King, we decamped to the warm and dry Baronial Halls of Roy Hart. The journey was by road, well we think it was a road, which was now starting to resemble the Crouch, as we arrived for a rather splendid lunch joined by Elder Gaffers Mike Peyton and Ray Austin. Many thanks again to Roy and Julie for their hospitality.

It was still raining when we returned to Fambridge, the roads now resembling rivers in full spate. I dragged my now sodden bedding up to the club to dry off. That evening more beverages were taken and after all had returned to dry boats I settled down to sleep in the clubhouse again. I'm not sure who was more surprised, me or the NFYC Secretary who switched on the light to find me sat up in my sleeping bag!

Sunday was race day and the rain decided to knock it on the head, midday saw *Charm*, *Greensleeves*, *Swallowtail*, *Janner* and *Kelpie II* started by Ian Kemp on *Pintail of Morra*. There was a strong breeze blowing which proved to be too much for *Swallowtail* and *Janner* but after fighting the tide and wind the placings were as follows:

1st	<i>Charm</i>	Robert and Lorna Hill
2nd	<i>Kelpie II</i>	Rik Graham
3rd	<i>Greensleeves</i>	Roy Hart

Despite it being Burnham Week there were enough moorings for all the boats at the Royal Corinthian Yacht Club where we enjoyed a hog roast and the prize giving on the balcony in bright sunshine.

Maldon Regatta: 21 September

The final sailing event of the year took place on 21 September. The forecast was for almost no wind but in practice there was a fine, light sailing breeze all day.

The main race in the morning went without incident. although the light winds left a few boats unable to make the finish line. The Parade of Sail in the afternoon was notable for having to cross a large and determined race of rather small cadets in Oppies, probably doubling the number of four cornered sails on the water!

After the customary free beer and cider at the sail loft we assembled for our third dinner of the year at the Little Ship Club and partied late into the night.

The mooring pontoon at the Maldon Quayside is very useful for boats only intending to stay for one tide, but woe betide any boat can't moor up entirely alongside. The drop behind it is a bit worrumsome!

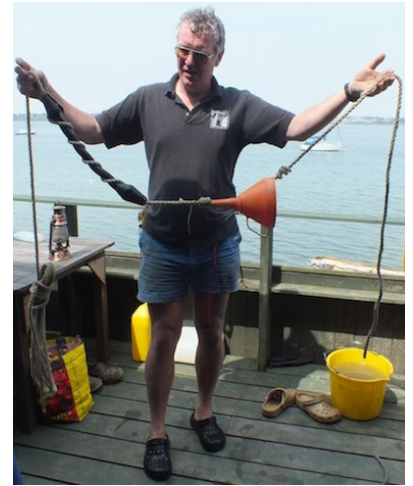


Gwenili at Maldon Regatta

PTK's dinghy tips: no. 1 Towing a dinghy

There are many tips that can be written for sailing dinghies, but these are particularly pertinent for us gaffers, towing boats all over the place, going ashore in various rivers and beaches. As I seem to be the only one who practices some of the 'Tender art', I'll share them with you all. So working on the 'every picture tells a story' I did it with photos and numbered steps.

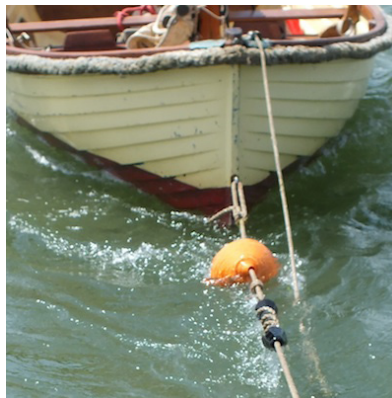
Here, a local Wrabness beach bum demonstrates the critical dimensions and relative positions of; nearest the bucket (not required), the end which is bowlined onto the lowest towing point on the stem of the towed dinghy. Following the line from the stem, next is the fisherman's stopper knot and engineer's funnel with handle which stops it spinning, the next fisherman's stopper knot and then a large shock absorber with four turns.



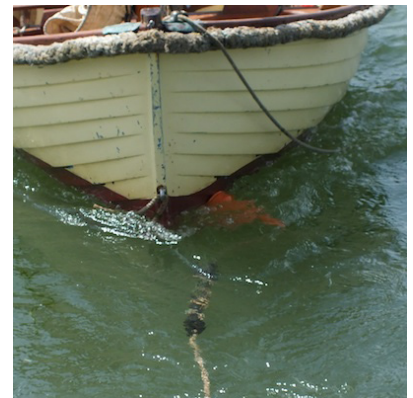
Pete 'the knife' Elliston aka PTK



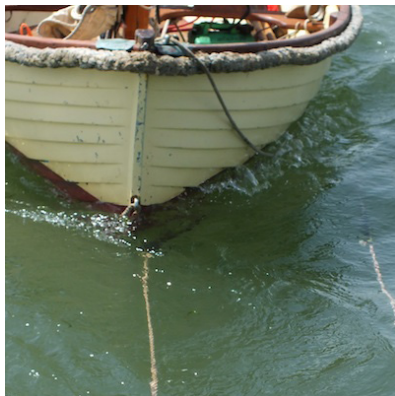
Step 1: The line is set on the stem. Note the funnel needs to be close to the stem so when the tow line goes slack and the dinghy runs on, it deploys as a drogue quickly.



Step 2: Shows the dinghy being towed as usual with two lines, secondary one slack. The funnel handle acts like a heel stopping the funnel spinning to wear the towline!!



Step 3: Shows the dinghy over-running the tow causing the funnel to float, capsize and . . .



Step 4: . . . become deployed as a drogue under the dinghy, acting like a brake, slowing it down so the towing boat then . . . well you get the picture!



Step 5: Funnel re-appears ready to sit the right way round to Step 6.



Step 6: perfect!

The towing posts on *Reverie* were always suffering from a really heavy tug as the black shock absorber reached its limit. This was felt right through the entire cockpit, until I discovered Smirnoff, no that's wrong. The old climbing rope absorbs all the remaining shocks as the more it can be used as the towline gets fed out the better it is!! It also makes good mooring line and springs as after all, that is what it is. There we are, a bonus tip!!

OGA elections and the national OGA AGM 11 January 2014

A word from the OGA National Secretary, Sue Lewis, about elections of Officers to the Central OGA committee next year.

IMPORTANT NOTICE: ELECTION OF OGA OFFICERS

Error in Gaffers Log

There is an error in the September issue of the Gaffers Log regarding the deadline date for nominations for Officers of the OGA.

We have asked for nominations before 1st December when in fact nominations need to be received before the December Log goes to press so that a list of candidates can be published prior to the AGM.

The deadline should be 1st November 2013 for nominations.

I do apologise for this error and I would ask you to please make sure that any nominations are in to me by this date.

Sue Lewis

The main OGA AGM is held on **11 January 2014** at the Greenwich Yacht Club, just across the river from Excel. If you would like to combine a trip to the London Boat Show there, with a chance to meet people from other areas in the OGA, then it is well worth going along. Food will be available from the Yacht Club bar.

Welcome to new Members

People have continued to join throughout the year, and I would like to welcome the following new members to the East Coast OGA.

5761	Christopher McNamara		
5765	Yann Gendrot	<i>Winona</i>	1898 Pilot Cutter
5766	Colin	<i>Grey Goose</i>	Cornish Shrimper
5769	Robert and Jane Clay	<i>Charmina</i>	Gaff Yawl
5773	Anthony	<i>Halcyon</i>	Keyhaven Yawl
5775	Paul Wilson	<i>Rosa</i>	Fishing boat
5781	Nick Donaldson	<i>Gloria</i>	Cornish Crabber
5782	John May	<i>Leona</i>	Canoe yawl
5783	Jonathon Simper	<i>Mary Amelia</i>	Bawley
5787	Richard Hargreaves	<i>Sea Urchin</i>	Twister
5789	Andrew Mullins	<i>Sarah Jane</i>	Gaff cutter
5794	Julian Holland	<i>Sara</i>	John Leather sloop
5804	David Prior		Cape Cutter 19
5811	Else and Edgar Wagemakers	<i>Windbreker</i>	
5814	Stuart Redhead	<i>Edenside</i>	Crabber 26

Book Review

East Anglian Shores, by David Fairhall

This is an updated edition of a book first published in 1988 and serves as a very useful guide to the shoreline from Leigh-on-Sea to Kings Lynn whether you are seeing the landmarks from the sea or the land. The beautiful line drawing have been kept from the first edition, so make an interesting study in developments along the shore in the last 25 years.

If you wonder what sort of nuclear power station you are sailing past at Bradwell or Sizewell, or want to explore your landfall wherever you end up, then this book is for you. Interesting anecdotes about local history abound, and I would thoroughly recommend it for anyone visiting the area for the first time, or away from their home ports.

Backstay

This is the last issue of Eastcoaster in 2013, but as we say goodbye to our anniversary year we also look forward to the events of next year.

A full programme will be included in the next issue, but please make notes in your diary for:

15 February when the Pin Mill Sailing Club has invited us to a special showing of the film 'Whisky Galore' to be followed by chilli con carne or fish pie. £7.50 for the evening.

The East Coast Dinner at Burnham has been confirmed for **15 March**.

The first event of the year will be a talk at the Nottage Institute by Sue Lewis, about her trip round Britain last year. There will be wine and cheese available, and a chance to look at the dinghies under construction. The date is not yet confirmed, so keep an eye on the website for updates, but it should be sometime in January!

As always I would love to hear from you with items for inclusion in the next Eastcoaster. Please get them to me by end of December, either through my email address

alison.cable@virgin.net or by post to

146, Stortford Hall Park, Bishops Stortford, Herts, CM23 5AP



Men's rowing final, Cowes, 2013

For sale

Memory 19 Salterns cabin version 'Turnstone'

Built 2005, black hull, red anti-foul and white boot topping. West sails in excellent condition. Mast and spars re varnished 2012. Original extras include; epoxy below waterline
Wycombe Martin furling gear
storm jib with halyard
topsail with alloy spar
over boom tent cover and wooden blocks
superb quality mattress/ cushions
teak doors to forward stowage compartment and painted wooden slatted lining to cabin.

Further inventory includes;
asymmetric spinnaker (balloon jib)
6HP Tohatso outboard in well with remote tank
12 volt battery with cigarette lighter socket in cockpit
fenders and warps, boat hook, camping cooker
two anchors, chain locker and winter cover.

Galvanised trailer with spare wheel; never submerged.
Dynema jib halyard, replacement jib fairleads, cover for furling jib.
Admired by all who see her, this boat has won prizes at Maldon Regatta & Swale Match.
Must be seen, lying at Benfleet Essex.

Contact Lloyd by phone: 01702 714983 or email: lloydandjoy@gmail.com



Eastcoaster production

Editor

Alison Cable

email: Alison.Cable@virgin.net

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email: beverley@xited.co.uk

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